

30TH SCM OF COSCAP-SA

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**REPRESENTATION OF COSCAP-SA MEMBER STATES IN
THE ICAO COUNCIL IN PART III (STATES ENSURING
GEOGRAPHIC REPRESENTATION)
DP1**

(Presented by Bangladesh)

SUMMARY

This paper highlights the importance and justifications for inclusion of a COSCAP-SA member State in Part III of the ICAO Council on a regional basis.

In view of the present scenario of elected members in the ICAO Council, this paper presents a proposal for inclusion of a COSCAP-SA member State in Part III of the ICAO Council with a view to play important roles in safeguarding regional interests as a group in ICAO. Bangladesh is also proposing to increase the number of seats in Part III of the ICAO Council.

PROPOSAL FOR INCLUSION OF A COSCAP-SA MEMBER STATE IN PART III OF THE ICAO COUNCIL ON A REGIONAL BASIS.

1. INTRODUCTION

1.1 The Council is a permanent body of the ICAO responsible to the Assembly. It is composed of 36 Member States elected by the Assembly for a three-year term. The election to the Council are held in three Parts.

1.2 **Part I** constitutes of 11(eleven) States of Chief Importance in air transport. **Part II** constitutes of 12 (twelve) States which make the largest contribution to the provision of facilities for international civil air navigation and **Part III** constitutes of 13 (thirteen) States ensuring geographic representation.

1.3 The development of safe and orderly air transport services into, within, and from APAC relies on equality of opportunity coupled with sound and economically viable operation as envisaged in the Convention on International Civil Aviation opened for signature at Chicago on 7 December 1944.

1.4 It has been observed that some Regional Groups e.g., African Civil Aviation Commission (AFCAC), European Civil Aviation Conference (ECAC), Latin American Civil Aviation Commission (LACAC), Arab Civil Aviation Organization (ACAO) etc. are playing important roles in safeguarding regional interests and at the same time supplementing the work of ICAO. They develop collective arrangements to secure the necessary resources for the promotion of international civil aviation, particularly those provided within the framework of bilateral and multilateral programmes for technical cooperation with the Member States. These groups also work to develop and harmonize common rules and regulations for safety, security, environmental protection, promote fair competition, settle disputes etc.

1.5 COSCAP-SA is also a regional group, well known for its cooperative attitude, resilience and excellence in providing services among the member States. In the Asia Pacific Region COSCAP-SA is a well-known name for many of activities in assisting States by providing technical missions and trainings, facilitating ICAO Audits and with an aim to evolve into a Regional Safety Oversight Organization (RSOO).

1.6 A representation from among the member States of COSCAP-SA in the ICAO Council, will not only elevate the status of the region but also pave the way for the regional States to voice their appreciation, concern in a world body. In view of the above Bangladesh is proposing for inclusion of a member State of COSCAP-SA in the ICAO Council Part III on a rotation basis.

2. DISCUSSION

2.1.1 The membership to **Part-I** for States of Chief Importance in Air Transport is by default 11 (eleven). Its membership has remained almost static as a result same countries are re-elected every three years;

2.1.2. The membership to **Part-II** for States which make the Largest Contribution to the Provision of Facilities for International Civil Air Navigation is 12 (twelve) . It may be noted that the entry of new Member to this part is also minimum; maximum 2/3 countries in every election;

2.1.3 The Membership to **Part-III** for States ensuring Geographical Representation is by default limited to 13 Members.

2.2 Out of the 36 Members of the ICAO Council, members from almost all developed and

upper to middle-income countries are elected from Part-I and Part-II. However, some of these countries can also contest for Part-III elections if they fail to get elected from Part-I and Part-II.

2.3 The elections for the Part-I and Part-II are held in the three days before the elections for Part-III. The unsuccessful Countries from Part-I and Part-II are also allowed to contest in the elections for Part-III. This often complicates the whole process of elections of Part-III.

2.5 On the other hand, most developing countries are elected from Part-III. It may be mentioned here that around 50 to 60 per cent of the member States elected every three years to Part-III are new and most of the new countries are from the African Region.

2.6 It is to be noted here there had been for no new entry of any States from the Asia-Pacific Region in the last few elections over more than a decade. Reason being that out of 7 Members (by tradition) allocated to the Region, five are usually elected from Part-I and Part-II; leaving only two Membership slots/vacancies under Part-III.

2.7 Among the 39 Member States of this APAC Region, only 7 (seven) member States are represented in the ICAO Council. Although the membership in Part-III meant for States ensuring geographical representation but in the last couple of elections, it has been observed that the same countries are represented repeatedly in this category. On the other hand, most of the new entrants are coming from African Region.

2.3 In terms of the conventional distribution of Seats in the ICAO Council, there are 8 (eight) from African Commission, 8 (eight) from European Commission, 8 (eight) from the Central and Latin American Commission, and 2 (two) from the Middle East (Arab Commission) and 3 (three) are Independents (USA, Russian Federation and Canada).

2.4 The Asia/Pacific Region covers vast airspace, with 49 (forty-nine) Flight Information Regions, from the Asia to far away up to Australia, the number of member States are also huge (39 member States +13 Territories). But being covering a huge geographical area the Asia-Pacific Region has only 7 (seven) seats in the ICAO Council.

2.5 In addition Bangladesh is proposing to increase the number of seats in the ICAO Council in Part III, when so implemented will ease the issue of allocating one seat reserved for the COSCAP-SA member State. The issue is to be put up for consideration by the ICAO General Assembly.

2.5 In view of the above Bangladesh is proposing reserving one seat in the ICAO Council Part III for the COSCAP-SA member State on a rotational basis. Each COSCAP-SA member State shall enjoy equal rights in terms of participation and representation at the ICAO Council in Part III on a rotational basis.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) urge the States/Administrations to consider the Bangladesh Proposal of reserving one seat in the ICAO Council in Part III for the COSCAP-SA member States on the condition that each Member State will enjoy equal rights in terms of participation and representation at the ICAO Council in Part III on a rotational basis.
- b) encourage the States/Administrations to consider and take appropriate measures to take up the case of increasing the number of seats in the ICAO Council Part III to the ICAO General Assembly.

— END —

Executive Summary for consideration for inclusion in the Conference Report

REPRESENTATION OF COSCAP-SA MEMBER STATES IN THE ICAO COUNCIL IN PART III (STATES ENSURING GEOGRAPHIC REPRESENTATION)

Bangladesh presented COSCAP-SA SCM /DP/x, which highlighted the importance of having a COSCAP-SA member State represented in the ICAO Council in Part III on a rotational basis. COSCAP-SA is a regional group comprising of seven member States in the Asia Pacific region. This paper stems out from the lack of representation of COSCAP-SA as a group in the ICAO Council. Working under the umbrella of ICAO as a Cooperative Regional arrangement to enhance safety and efficiency in air transport, the COSCAP-SA was established in 1997 and since then had been a pride organization in the Region.

Bangladesh proposed to have a seat in the ICAO Council in Part III reserved for the member States citing various justifications. That the Asia/Pacific Region being the largest covering vast airspace, with 49 (forty-nine) Flight Information Regions, from the Asia to far away up to Australia, the number of member States are also huge (39 member States +13 Territories) but even being covering a huge geographical area, the Asia-Pacific Region has only 7 (seven) seats in the ICAO Council. The paper describing the election procedures and citing examples of the past elections and the trend proposes that a seat needs to be reserved for COSCAP-SA on a rotation basis. This would not only highlight the importance of the region but will also provide an opportunity for the organization to take part in important deliberations in the ICAO Council more effectively.

Bangladesh in its proposal also urged the member States to consider raising the issue of increasing the number of seats in the ICAO Council. Member States are urged to consider this issue and if agreed are requested to raise this issue in the ICAO Assembly for approval.

The Conference agreed to

- a) urge the States/Administrations to consider the Bangladesh Proposal of reserving one seat in the ICAO Council in Part III for the COSCAP-SA member States on the condition that each Member State will enjoy equal rights in terms of participation and representation at the ICAO Council in Part III on a rotational basis.
- b) encourage the States/Administrations to consider and take appropriate measures to take up the case of increasing the number of seats in the ICAO Council Part III to the ICAO General Assembly.